

Comment Letter AL007

04/29/2004 05:16 2093576302

CITY OF ATWATER ADMN

Private 01/03
AL007

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CITY OF ATWATER ADMN

PAGE 02/03

**OFFICE OF THE MAYOR****- FAX COVER SHEET -**

April 28, 2004

To: Joseph E. Petrillo, Chair

Company: California High-Speed Rail Authority

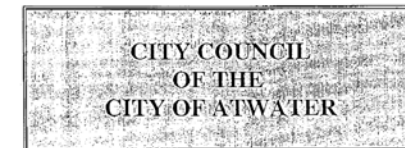
Fax No.: 916-322-0827

From: Rudy Trevino, Mayor, City of Atwater

Phone No.: 209-357-6300 Fax No.: 209-357-6302

Subject: City Council resolution supporting high speed rail, with a route through the San Joaquin Valley corridor and include related conditions.

No. of pages: 3 (including this page)

**RESOLUTION NO. 1902-04****A RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF ATWATER SUPPORTING THE
CALIFORNIA HIGH SPEED RAIL**

WHEREAS, in 1996, the California State Legislature created the California High Speed Rail Authority to develop a plan for the construction, operation and financing of a statewide, intercity high speed passenger rail system; and

WHEREAS, plans are being developed for a High Speed Rail System that will run from Sacramento through the San Joaquin Valley to San Diego, with portions of the system branching out to the Bay Area; and

WHEREAS, the California High Speed Rail System will include Merced County, among the various stops within the San Joaquin Valley.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Atwater, a political entity duly incorporated and existing under and pursuant to the Constitution and Laws of the State of California, hereby supports the development of a California High Speed Rail System with the following conditions:

- 1. That the route includes the Merced/Atwater area as route stops on the High Speed Rail System. AL007-1
- 2. That the continuing study of the Altamont Pass as an alternative will be included within the environmental impact review process. AL007-2
- 3. That Castle Airport Aviation and Development Center will be strongly considered as a maintenance hub facility for the High Speed Rail System. AL007-3

Comment Letter AL007 Continued

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CITY OF ATWATER ADMN

PAGE 03/03

Resolution No. 1902-04

Page 2


The foregoing resolution was hereby adopted this 26th day of April, 2004.

AYES: Abercrombie, Faul, Frago, Krotik, Trevino

NOES: None

ABSENT: None

APPROVED:


RUDY TREVINO, MAYOR

ATTEST:


FRANCES M. BARRETT, CITY CLERK



CALIFORNIA HIGH-SPEED RAIL AUTHORITY



U.S. Department
of Transportation
**Federal Railroad
Administration**

Response to Comments of Rudy Trevino, Mayor, City of Atwater, Mayor's Office, April 29, 2004 (Letter AL007)

AL007-1

Acknowledged. The Authority has identified both the Downtown Merced station and the Castle Airport Aviation and Development Center as a potential HST station sites to serve the Merced/Atwater area.

AL007-2

Please see standard response 2.18.1.

AL007-3

Please see standard response 2.35.1.

Comment Letter AL008

AL008

CITY OF DANA POINT



OFFICE OF THE CITY MANAGER



April 30, 2004

California High Speed Train
Draft Program EIR/EIS Comments
925 L Street Suite 1425
Sacramento, CA 95814

Subject: California High Speed Train/Draft program EIR/EIS

Caltrans and the California High Speed Rail Authority (CHSRA) have proposed plans that would result in double tracking of railroad lines that pass by and through beaches, coastal resources, and historic structures located in the communities of San Clemente, Dana Point, and San Juan Capistrano. In response to these proposals, the South Orange County Rail Working Group (SOCRWG) was formed. The SOCRWG consists of elected officials and staff level representatives from the cities of San Clemente, Dana Point, and San Juan Capistrano, as well as representatives from Assemblywoman Pat Bates' office, Senator Morrow's office, and 5TH District Supervisor and Chairman of the Board of Orange County Supervisors Tom Wilson, as well as ex-officio representatives from the Orange County Transportation Authority (OCTA).

In April 2003, SOCRWG drafted a letter to Caltrans and CHSRA that communicated that the SOCRWG unanimously supported the long split tunnel alternative with a station located at Pico. This innovative approach appears to address all of the concerns of the cities represented by the SOCRWG. This approach is so superior to other alternatives that it appears as if it is the only solution that allows railway traffic to remain relatively close to the coast without re-directing railway traffic to an inland corridor. Representatives of the SOCRWG testified to the aforementioned at the CHSRA meeting that was held in San Diego in March of this year.

In the letter that was sent in April 2003, the SOCRWG indicated that the Short Tunnel, I-5 Alternative, was not supported as a viable alternative. The City of Dana Point would like to emphasize that the Short Tunnel is not a viable alternative for the following reasons:

1. In April 2003, the California Coastal Commission, by unanimous vote, approved the Marblehead Development in San Clemente. For the past two decades the City of San Clemente and the developer have worked with the California Coastal Commission to arrive at a proposed development that not only protects the Coast, but also allows for a responsible coastal development project. The Short Tunnel alternative would have a dramatic impact on the proposed project that was approved by the Coastal Commission, and would severely impact a development that has taken decades to get approved.
2. The Short Tunnel would severely impact, if not eliminate, a proposed ocean desalination facility located in the City of Dana Point. This facility would be constructed by the South Coast Water District (SCWD) at the southern end of the 30-acre parcel owned by the SCWD in Dana Point. The time frame for this facility would occur over several years.

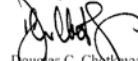
The first step has been achieved: funding subsidy from the Metropolitan Water District (MWD). The next steps over the next year would include the preparation of the environmental documents, which should be completed in late 2004. After the approval of the environmental documents, the design and permitting steps would begin, which should be completed by 2006/07. Construction would then begin in 2007 and the facility would be operational in 2009/10.

3. The Short Tunnel Alternative would place double tracks adjacent to the Beach Road Community. This would create a number of serious impacts to the quality of life as well as to the public safety access to this community.
4. While the City of Dana Point has vigorously worked to maintain and maximize coastal access for our visitors and residents, the CHSRA proposed Short Tunnel improvements would increase the likelihood of life-threatening conflicts at existing formal and informal at-grade rail crossings, leading ultimately to decreased public access to the beach. As the City of Dana Point deals with coastal access, Doheny State Beach is located where proposed rail corridor improvements will cause adverse impacts upon the resources found in these parks, and the public's ability to visit these areas. The at-grade Short Tunnel Alternative would create problems for safe public access to the County Beaches as well as Doheny State Beach. California State Parks has already voiced their strong support against at-grade double tracking through Dana Point for the aforementioned reasons.
5. In Dana Point, geologic stability and coastal processes near and under the rail corridor may be impacted due to improvements proposed in this project. The residential communities of Capistrano Beach will certainly be threatened.

Given the aforementioned, I am sure you will understand the Community's concern over the Short Tunnel alternative. Because the Long Split Tunnel is such a superior alternative, it appears to be the only choice. The Short Tunnel Alternative is double tracking along the Coast and has some serious public safety as well as geological concerns due to its proximity to the fragile Coastal Bluffs in Capistrano Beach.

Thank you for your time and attention to ensure that the transportation needs of California are balanced with the environmental concerns of its residents as well as the safeguard of its precious resources.

Sincerely,


Douglas C. Christy
City Manager

C: The Honorable Mayor and Dana Point City Council

AL008-1
cont.

AL008-1

33282 Golden Lantern, Dana Point, CA 92629 • (949) 248-3500 • FAX (949) 248-9920

Internet: www.danapoint.org

U.S. Department
of Transportation
**Federal Railroad
Administration**

**Response to Comments of Douglas C. Chotkevys, City Manager, City of Dana Point, Office of City Manager,
May 5, 2004 (Letter AL008)**

AL008-1

Acknowledged. The LOSSAN Conventional Rail Improvements have been removed from further consideration in the Final Program EIR/EIS. Conventional rail improvements are within the purview of Caltrans and the proposed conventional improvements to LOSSAN are the subject of the Caltrans and FRA LOSSAN Rail Improvements Program EIR/EIS (Draft PEIR/EIS SCH # 2002031067). These comments have been forwarded to Caltrans for consideration. Please see standard response 6.41.1.

Comment Letter AL009

AL009

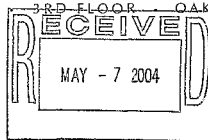
CITY OF OAKLAND



1 FRANK H. OGAWA PLAZA 3RD FLOOR OAKLAND, CALIFORNIA 94612

Office of the Mayor
 Jerry Brown
 Mayor

Joseph Petrillo
 Chairman
 California High Speed Rail Authority



April 20, 2004

(510) 238-3141
 FAX: (510) 238-4731
 TDD: (510) 839-6451

RE: Draft Environmental Impact Report/Statement
 Importance of Studying the Altamont Alignment

Dear Mr. Petrillo:

The proposed high speed rail system under study by your Authority would represent the largest public works project in California's history. A full and impartial analysis of alignment options is essential for the success of this investment.

Altamont Pass was identified by the High Speed Rail Commission in 1996 as the preferred option for connecting the Bay Area to the Central Valley and points south. This alignment was dropped from consideration in 2000 in favor of a Pacheco Pass alignment, BEFORE the environmental review process was begun. Now that the DEIR/EIS on the project is out for public comment, and many of the background documents on which that decision were based are now available, it is clear that the decision to drop the Altamont alignment was premature.

From the perspective of Oakland specifically, and the East Bay generally, a Phase One high speed rail project over Pacheco Pass or Mount Hamilton (the Diablo Direct alignment) would provide little if any benefit. Oakland travelers would first have to travel west to San Francisco in order to go south to LA. There would be no service between Oakland and the large and growing cities in the Central Valley north of Merced. High speed rail would also not provide time-competitive service between Oakland and any Central Valley cities. If, as is planned, future phases of the rail project included extensions to Sacramento and Oakland, the travel time between these two cities via a Pacheco Pass or Diablo Direct alignment would be longer than today's conventional rail Capitol Corridor service.

A prime argument made by the Authority against the Altamont Pass alignment is that it would require an awkward splitting of service between San Jose, San Francisco and Oakland. However, Oakland does not get direct service in Phase One. In fact, considering the other extensions of the rail system which are also not included in Phase One--San Diego, Sacramento and numerous feeder services--it seems highly unlikely that an Oakland extension will happen any time in our lives. The argument about a three-way split is specious.

By contrast, an Altamont alignment for high speed rail would provide real service for Oakland and East Bay residents starting the very first day of Phase One operation. This service would be improved further if a small amount of funding were used to upgrade the BART system with passing tracks so that express service between Oakland, Fremont and Pleasanton could be instituted.

I urge you to do a full analysis of the Altamont Pass alignment, and consider how to optimize the real benefits to Oakland of a Phase One system. This will increase public support and the likelihood that Phase One will be funded and built. Later generations can then judge whether other extensions are worthwhile.

Sincerely,

Mayor Jerry Brown

AL009-1

Response to Comments of Jerry Brown, Mayor City of Oakland, Mayor's Office, May 7, 2004 (Letter AL009)

AL009-1

Please see standard response 2.18.1 in regards to the investigation of the Altamont Pass. Please see standard response 10.1.7 in regards to the phasing of the HST system. Please also see standard response 6.2.3.

Comment Letter AL010

AL010

tcag

5961 S. Mooney Blvd.
Visalia, California 93277
(559)733-6891
FAX (559)730-2653

Tulare County Association of Governments

May 6, 2004

California High-Speed Train
Draft Program EIR/EIS Comments
925 L Street, Suite 1425
Sacramento, CA 95814

RE: Draft Program EIR/EIS

To whom it may concern,

Thank you for allowing the Tulare County Association of Governments (TCAG) the opportunity to review and comment on the above referenced environmental document.

In general, it is suggested that the first phase of development for the High Speed Train connect or link up with existing rail services in the Bay Area, San Jose, Sacramento, Los Angeles, and San Diego. This will significantly reduce the initial cost of the project and promote ridership for those existing urban rail services. Future phases could include independent right of ways into those urban areas.

Regional Alignment and Station Options

San Francisco to San Jose (Map 1)

The High Speed Rail (HSR) should make every effort to link up with existing rail lines (i.e. Caltrain, B.A.R.T.), take passengers into San Francisco, SFO, etc. and defer funding to create a separate, independent line. This would save millions in taxpayer dollars which may be necessary due to escalating costs if the bond election is delayed beyond November 2004.

Oakland to San Jose

The High Speed Rail (HSR) should make every effort to link up with existing rail lines (i.e. Amtrak, Caltrain, B.A.R.T.), to take passengers into Oakland, Oakland airport, etc. and defer funding to create a separate, independent line. Utilize both BART and the San Jose light-rail system. The HSR will connect areas beyond the rail lines to each other.

May 6, 2004

Page 2

San Jose to Merced

The HSR Authority should reconsider the Altamont Pass route instead of the Pacheco Pass Route, linking up with BART's Pleasanton station. This alternative would connect Modesto to the Bay Area, thus serving a higher population and customer base. A connection from San Jose to Pleasanton via the I-680 route would link up both San Jose and the Bay Area to Modesto.

AL010-2

Another alternative to consider is the extension of SR 130 (at Mt. Hamilton) to Patterson and eventually to the City of Modesto.

Sacramento to Stockton

Connect the HSR with the Sacramento light-rail system. This action would save millions in taxpayer dollars and provide supplemental rider-ship to the Sacramento light rail system.

AL010-3

Merced to Fresno

Utilize the Union Pacific line.

Fresno to Bakersfield

Utilize the Union Pacific line, which serves a higher population base, especially in Tulare County, the cities of Tulare and Visalia.

AL010-4

Bakersfield to Sylmar (Map 8)

On the Antelope Valley route, in a future phase, consider a connection from Palmdale to San Bernardino via the Cajon Pass. This would allow for an entirely independent eastern route for those riders from San Diego or Sacramento desiring to avoid the Los Angeles basin.

AL010-5

Sylmar to Los Angeles

As a first phase, the HSR should link up with existing rail systems (i.e. Metro Link)

AL010-6

Los Angeles to LAX (Map 16)

Great route, would serve a high population.

AL010-7

Los Angeles to Anaheim/Irvine (Map 10)

Recommend Option 2 or 3

AL010-8

Irvine to Oceanside (Map 11)

Recommend option 1 bypassing San Juan Capistrano

AL010-9

Oceanside to San Diego

As a first phase, the HSR should link up with the San Diego Rail system.

Dinuba Exeter Farnessville Lindsay Porterville Tulare Visalia Woodlake County of Tulare

Dinuba Exeter Farnessville Lindsay Porterville Tulare Visalia Woodlake County of Tulare



CALIFORNIA HIGH-SPEED RAIL AUTHORITY



U.S. Department
of Transportation
**Federal Railroad
Administration**

Comment Letter AL010 Continued

May 6, 2004
Page 3

EnvironmentalNoise

Consider Tulare bypass because of noise impacts on the Union-Pacific line.

AL010-10

Agricultural Lands

New alignments through Hanford will be impacting agricultural lands. Should use already established lines on the Union-Pacific, which in-turn would serve higher population centers.

AL010-11

Traffic and Circulation

In the discussion of traffic, the document states "Encourage use of transit to stations". We support this policy and further recommend the Authority "Encourage the use of existing light-rail, medium rail and heavy rail systems situated in San Francisco, San Jose, Sacramento, Los Angeles, and San Diego".

AL010-12

Again, thank you for the opportunity to review and comment on the EIR/EIS. Should you have any questions regarding this matter, please contact Scott Cochran of my staff at (559) 733-6653 ext. 4893.

Respectfully submitted,


George Finney, Executive Secretary, TCAG

GF:SC:ke

Dinuba Exeter Farnesville Lindsay Porterville Tulare Visalia Woodlake County of Tulare

Response to Comments of George Finney, Executive Secretary, Tulare County Association of Governments (TCAG), May 10, 2004 (Letter AL010)

AL010-1

Acknowledged. Should the HST project move forward, phasing of the system would be determined as a part of future studies. Please also see standard response 10.1.7.

The Authority has identified the Caltrain alignment as the preferred alignment with potential multi-modal HST stations at the Transbay Terminal, SFO (Milbrae), Redwood City or Palo Alto, and San Jose.

The Authority has identified the Hayward Line to I-880 alignment as the preferred alignment with potential multi-modal HST stations at West Oakland, Oakland Coliseum, Union City, and San Jose. Please also see standard response 6.2.2.

The proposed HST system would be designed to connect with other existing rail and transit services.

AL010-2

Please see standard response 2.18.1.

AL010-3

Acknowledged. The Authority has identified the multi-modal Downtown Sacramento station as the preferred station to serve the Sacramento area. The Sacramento light-rail system is being extended to serve the Downtown Sacramento station site. The proposed HST system would be designed to connect with other existing rail and transit services.

AL010-4

Acknowledged. Please see standard response 6.15.4. Please see standard response 6.14.1.

See Chapter 6A of the Final Program EIR/EIS document identifying preferred alignments and giving the reasons they have been so identified.

AL010-5

Please see standard response 2.36.3.

AL010-6

Phasing of the HST project would be determined in future, more detailed studies. Please also see standard response 10.1.7. The purpose of the proposed HST system includes providing linkage and integration with public transit systems, including existing rail systems. See response to Comment AL010-1.

AL010-7

Please see standard response 6.39.1.

AL010-8

Acknowledged. The Authority has identified the LOSSAN Corridor HST option to Irvine (Option 3) as the preferred alignment between Los Angeles and Orange County (see Chapter 6A).

AL010-9

Please see standard response 6.41.1.

The phasing of the HST system is beyond the scope of this program-level document. Should the HST project move forward, phasing of the system would be determined as a part of future studies. Please also see standard response 10.1.7. The proposed HST system would be designed to connect with other existing rail and transit services.

AL010-10

Please see standard response 6.15.4. The proposed HST system would be designed to connect with other existing rail and transit services.

AL010-11

Please see standard response 6.15.4.

AL010-12

Acknowledged.

Comment Letter AL011

AL011



May 10, 2004

High Speed Rail Authority Board
Draft Program EIR/EIS Comments
925 L. Street, Suite 1425
Sacramento, CA 95814

Dear Chairperson Petrillo and Members of the Board:

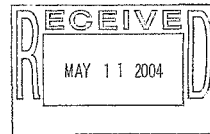
At their regular Meeting of May 6, 2004 the City Council of the Town of Los Altos Hills approved Resolution 23-04 supporting the California High Speed Rail Authority's use of one of two alignments into the San Francisco Bay area for the State's High-Speed Rail System. A copy of the resolution is enclosed for your records.

Sincerely,

Karen Jost
Karen Jost
City Clerk

cc: Maureen Cassingham, City Manager
Gillian Moran, Santa Clara Cities Association

26379 Fremont Road
Los Altos Hills
California 94022
650/941-7222
Fax 650/941-3160



RESOLUTION NO. 23-04

**A RESOLUTION OF THE CITY COUNCIL OF THE
TOWN OF LOS ALTOS HILLS
SUPPORTING THE CALIFORNIA HIGH-SPEED RAIL AUTHORITY'S
USE OF ONE OF TWO ALIGNMENTS INTO
THE SAN FRANCISCO BAY AREA FOR THE
STATE'S HIGH-SPEED RAIL SYSTEM**

WHEREAS, a high-speed rail line connecting northern and southern California would relieve highway and air traffic congestion between the Bay Area and Los Angeles, which is one of the busiest air traffic corridors in the nation.

WHEREAS, the California High-Speed Rail Authority, the organization responsible for planning, designing, constructing, and operating the state's high-speed rail system, plans to run the first leg between Los Angeles and San Francisco through San Jose. Ultimately, the line would be extended to Oakland, Sacramento and San Diego.

WHEREAS, the California High-Speed Rail Authority is recommending two alignment options—through the Pacheco Pass or a series of tunnels through the Diablo Range—to bring high-speed rail into the San Francisco Bay Area through San Jose. The line would then split, with one set of tracks paralleling the Caltrain Commuter Rail Corridor up the Peninsula to San Francisco and the other set running up the East Bay to Oakland.

WHEREAS, the California High-Speed Rail Authority concluded that entering the Bay Area from the south would offer faster travel times; more frequent service to San Jose, San Francisco and Oakland; higher ridership; and more revenue.

WHEREAS, the California High-Speed Rail Authority considered and rejected one other Bay Area alignment, the so-called Altamont Pass alignment. Following this route, the high-speed rail trains would enter the Bay Area over the Altamont Pass to Union City. From Union City, the trains would then split into three lines—one south to San Jose, another north to Oakland and a third to San Francisco over a new bridge across the bay.

WHEREAS, the California High-Speed Rail Authority concluded that the Altamont Pass alignment would be problematic from an operational and environmental standpoint. According to the authority, splitting the service into three, rather than two, lines would reduce train frequencies and ridership, while substantially increasing operating costs. In addition, the authority noted that the costs of building a new rail bridge across San Francisco Bay and the environmental hurdles that would need to be overcome to do so make the Altamont Pass alignment impractical.

Comment Letter AL011 Continued

WHEREAS, the California High-Speed Rail Authority released its program-level environmental document in late January 2004 and is now in the process of holding a series of public hearings on it throughout the state. In addition, the authority will be accepting written public comments on this environmental document until mid-August 2004.

WHEREAS, a southern alignment into the Bay Area for the proposed high-speed rail system will maximize ridership, minimize operating costs and ensure that Silicon Valley is well-served by the new high-speed rail line.

WHEREAS, a southern alignment into the Bay Area, by utilizing the entire Caltrain Commuter Rail Service Corridor, will help Caltrain achieve several of its long-term goals, such as electrification, grade-separating the corridor, and increasing the speed and frequency of the service. These benefits could not be achieved for the entire CalTrain Corridor by using the Altamont Pass alignment for the state's high-speed rail system.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the Town of Los Altos Hills supports the California High-Speed Rail Authority's conclusion to use one of the two southern alignments (Pacheco Pass or Diablo Range) into the San Francisco Bay Area for the state's proposed high-speed rail system.

AL011-1

BE IT FURTHER RESOLVED, that Town of Los Altos Hills will communicate this position to the California High-Speed Rail Authority in writing as part of the public record for the authority's program-level environmental document.

PASSED, APPROVED AND ADOPTED this 6th day of May, 2004.

By Emily Blakey
Mayor

Attest: Karen Foster
City Clerk

Response to Comments of Karen Jost, City Clerk, City of Los Altos Hills, May 11, 2004 (Letter AL011)

AL011-1

Please see standard response 6.3.1.

Comment Letter AL012

AL012



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

May 11, 2004

Mr. Dan Leavitt
Deputy Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

SUBJECT: Comments on the Draft Program Environmental Impact Report/
Statement for a Proposed High-Speed Train System

Dear Mr. Leavitt:

Thank you for the opportunity to comment on the Draft Program Environmental Impact Report/Statement (Program EIR/EIS) for a proposed High-Speed Train (HST) extending from Sacramento and the San Francisco Bay Area in the north, through the Central Valley, to Los Angeles and San Diego in the south. The Draft Program EIR/EIS addresses the potential environmental impacts of the proposed high-speed train system at a conceptual and planning level and will be used in the selection of preferred corridors. It analyzes a proposed HST alternative and compares it with a No Project alternative and Modal alternative that include potential improvements to the highways and airport serving the same intercity travel demand as the HST alternative.

The ACCMA respectfully submits the following comments:

- The proposed High Speed Train Project is not consistent with the Alameda County's 2003 Congestion Management Capital Improvement Program. The long-range Countywide Transportation Plan is being updated to 2004 and the proposed rail project is not identified in the current update. It is expected that all costs for the proposed service would be the responsibility of the High Speed Rail Authority.
- We are pleased to see that the alignments and options being considered in the Program EIR/EIS include an East Bay alignment from San Jose to Oakland with stations proposed at San Jose, Fremont (Auto Mall Pkwy), Union City, Coliseum BART Station (Hayward/Mulford), 12th Street/City Center and West Oakland. Since the connection to Bay Area is described in the report as 'Peninsula Alignment and/or East Bay Alignment', it also implies that the East Bay Alignment may potentially be considered as an alternative to the Peninsula Alignment. We wish to re-iterate the importance of providing an exclusive East Bay alignment for the growing East Bay population and for providing convenient and accessible intermodal connections as described by the ACCMA Board in the attached October 22, 1998 letter to previous

AL012-1

AL012-2

Mr. Dan Leavitt
May 11, 2004
Page 2

Chair Michael Tennenbaum, and request that this alignment be considered as a stand alone option and not as an alternative to the Peninsula Alignment.

AL012-2
cont.

- Section 2 Alternatives, Capital Rail Corridor (Sacramento to Oakland), Pages 2-34 & 35: Last sentence on page 2-34 states that the Capital Corridor could be considered in the future as a potential extension of the proposed HST system, if it is implemented. However, the first paragraph on Page 2-35 states that this option was eliminated from further consideration in this Program EIR/ EIS; it does not show how the option of "a potential extension of the proposed HST through the Capital Corridor to the Bay Area from Sacramento" will be carried forward. Please clarify the methods for preserving this option for the future.
- Section 2.6.9, Alternative Alignment and Station Options Considered in Screening Evaluation, Hayward Line to I-880, Page 2-52: For the East Bay Alignment, one of the options being considered is using the UPRR's Hayward Line and then transition to I-880 Aerial Configuration on the I-880 median from Fremont. Should this option be considered further, it should be evaluated for seismic impact & noise. Since many of the aerial structures and tunnels in the Bay Area are under going or planned for seismic and/or lifeline retrofit at this point, constructing another aerial structure along a highly congested freeway like I-880 would entail making the structure more seismic proof and could result in very high costs.
- For future Project EIR/ EIS: Impacts to the Metropolitan Transportation System (MTS) highway and transit networks, which includes the entire Congestion Management Program (CMP) designated roadway system, should be addressed for 2010 and 2025 conditions.

AL012-3

AL012-4

AL012-5

Once again, thank you for the opportunity to comment on this program EIR/EIS. Please do not hesitate to contact me or Saravana Suthanthira at 510/836-2560 if you require additional information.

Regards,

Jean Hart
Deputy Director

cc: Saravana Suthanthira, Associate Transportation Planner
file: CMP/Environmental Review Opinions - Responses - 2004

Comment Letter AL012 Continued

ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

AC Transit
Director
Matt Williams

October 22, 1998

Alameda County
Supervisor
Gail Steele

Michael Tennenbaum, Chair
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, California 95814

City of Albany
Mayor
Bruce Mast

Dear Chair Tennenbaum:

BART
Director
Margaret K. Pryor

We are writing to the Authority to reiterate our position on the alignment of a high speed rail line in the Bay Area.

City of Berkeley
Councilmember
Kris Westinghouse

We request that the Authority consider options to the Bay Area route proposed by your predecessor organization. We believe an alignment through the East Bay, including Oakland, offers many advantages as outlined below:

City of Dublin
Vice Mayor
Dave Burton

City of Emeryville
Chairperson
Vice Mayor
Nore Davis

1. The East Bay, with a current population of over 2 million, is projected to grow much more rapidly than the San Francisco peninsula in the coming decade.

City of Fremont
Mayor
Gus Morrison

The population of Alameda County alone is currently almost that of the entire peninsula. A station in the central East Bay will create a larger market for high speed rail, without sacrificing easy access to San Francisco as explained below.

City of Hayward
Flex Chairperson
Mayor
Roberta Cooper

2. A connection with BART in the East Bay will put travelers only minutes away from downtown San Francisco, with the advantage of BART as a distribution system to multiple points in San Francisco. As noted by your Authority, we must take advantage of the existing urban passenger rail network to reduce the cost of a high speed rail proposal.

City of Livermore
Councilmember
Ayn Winkamp

3. Oakland and other East Bay cities to the south can provide intermodal connections with the Capital Corridor service, with Amtrak services to the Pacific Northwest and the East, with Oakland International Airport and with BART.

City of Newark
Councilmember
Susan Boggs

4. We believe the Authority will forgo a significant market opportunity -- the East Bay to Sacramento market -- should it choose to terminate in San Francisco.

City of Oakland
Councilmember
Larry Reid

The proposed approach which requires going through Stockton to reach Sacramento is simply not competitive with the automobile for most East Bay residents. Furthermore, we believe an alignment that provides a station in San Jose will open up additional Bay Area to Sacramento opportunities, if the existing Capital Corridor route is used. More analysis of the market segments is necessary before a final decision on a Bay Area alignment is made. We question the wisdom of terminating high speed rail on a peninsula with little opportunity to go on to Sacramento.

City of Piedmont
Councilmember
Valerie Metzger

City of Pleasanton
Councilmember
Tom Pilo

City of San Leandro
Mayor
Shelia Young

City of Union City
Mayor
Mark Green

Executive Director
Dennis R. Fay

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California High Speed Rail Authority
October 22, 1998
Page 2

5. The East Bay has excellent access to potential stations by BART, bus and highway (I-880, I-80, I-580 and Route 24).
6. In the absence of a centrally located station, many residents in the East Bay will have to travel the congested Bay Bridge corridor to access the high speed rail system. This will be a constraint to the use of the system by East Bay residents.
7. The alignment proposed by your predecessor organization appears to relegate the Bay Area to a branch line on a service between Sacramento and Los Angeles. We request the Authority reconsider this approach.

It is our understanding that high speed rail will need the support of the taxpayer, probably through an increase in the statewide sales tax. In order to secure the votes of East Bay residents, they will need to be convinced that this service offers them a realistic option for travel in the Bay Area - Los Angeles market. A service that bypasses the majority of the East Bay does not. As the Authority prepares a tax proposal, it should also give consideration to financing the access needs associated with this system and other related transportation needs.

Very Truly Yours,

Nora Davis,
Chair

cc CMA Board members
Mehdi Morshed, Executive Director, California High Speed Rail Authority
Lawrence D. Dahms, MTC
Lynn Suter

file Projects/California Intercity High Speed Rail

Response to Comments of Jean Hart, Deputy Director, Alameda County Congestion Management Agency, May 13, 2004 (Letter AL012)

AL012-1

Please see standard response 1.1.112 and 6.2.3. The Authority encourages Alameda County to include the pertinent proposed HST alignment and station options, according to the preferred alignment options identified in the Final Program EIR/EIS, in the next update of the County Transportation Plan to support future corridor preservation activities, should a decision be made to proceed with the proposed HST system. A financing plan is beyond the scope of this program EIR/EIS process.

AL012-2

Acknowledged. Please also see standard response 6.2.3.

AL012-3

Please see standard response 2.16.1 and 2.16.3.

AL012-4

Acknowledged. The Authority has identified the Hayward Line to I-880 alignment as the preferred alignment for HST service between San Jose and Oakland. This Program EIR/EIS includes a planning level evaluation of seismic and noise impacts. If the HST project is advanced, more detailed seismic and noise analysis would be required on the Hayward Line to I-880 alignment as part of future project-specific environmental reviews.

AL012-5

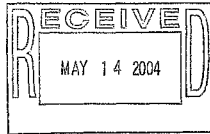
Acknowledged.

Comment Letter AL013

AL013



MOFFETT PARK
BUSINESS & TRANSPORTATION ASSOCIATION



May 12, 2004

High Speed Rail Authority Board
Draft Program EIR/EIS Comments
925 L. Street, Suite 1425
Sacramento, CA 95814

Dear Chairperson Petrille and Members of the Board:

The Moffett Park Business and Transportation Association (MPBTA) would like to express our support for the conclusion reached by the High Speed Rail Authority in its draft EIR/EIS to use one of two southern alignments (Pacheco or Diablo Range) into the Bay Area and to eliminate the Altamont Pass from further consideration.

The MPBTA is a nonprofit organization that represents our member companies on transportation and other business issues. Our members comprise approximately 14,000 employees in Sunnyvale, California.

The MPBTA supports the concept of a high-speed rail (HSR) line connecting southern and northern California. High-speed rail would relieve highway and air traffic between the Bay Area and Los Angeles, one of the busiest air traffic corridors in the nation. It would increase the capacity of our airports, many of which are at or near their limits. And it would be two to three times less expensive—as well as less polluting and more energy efficient—than expanding highways and airports to accommodate the same number of people.

We support the Authority's decision after careful study and deliberation to reject the Altamont Pass alignment from further consideration. The Altamont Pass faces three insurmountable obstacles. It would require the construction of a new bridge across the Bay, necessitate a three-way split to serve Oakland, San Francisco and San Jose, and result in operational costs twice that of the other options under consideration.

For demographic and economic reasons, Silicon Valley must serve as the axis for the high-speed rail system in Northern California. Consequently, we strongly support the High Speed Rail Authority's decision to pursue a southern alignment—Pacheco or Diablo Range—into the Bay Area and eliminate the Altamont Pass from further consideration. Studying the Altamont Pass further will not increase its operational or environmental viability.

Thank you for your leadership on this important project.

Sincerely,

Jennifer Paedon
Executive Director

1184 Mathilda Avenue, Sunnyvale, CA 94089
Phone: 408.936.2433 / Fax: 408.747.4297

WWW.MPBTA.ORG

AL013-1

**Response to Comments of Jennifer Paedon, Executive Director, Moffett Park Business & Transportation Association,
May 14, 2004 (Letter AL013)**

AL013-1

Please see standard response 6.3.1.